

layout for living



Published ten times yearly by the Community Planning Association of Canada to foster knowledge and concern about the development of our communities. Material herein may be reprinted for similar purposes if the original source is acknowledged. The Association was formed under Letters Patent dated October 15, 1946, to foster public understanding of, and participation in, community planning in Canada. The requirement for Membership is an unselfish interest in the object. Within the Association are provincial Divisions, and local Branches in cities from coast to coast; all fees received from provinces where Divisions are established are put at the disposal of those Divisions. Addresses of Divisional officers will be forwarded upon request. The national Executive Committee consists at present of: R. E. G. Davis, *President*, W. H. Clark, *Vice-President*, Eugene Chalfour of Quebec, P. Alan Deacon of Toronto and John M. Kitchen of Ottawa. Alan H. Armstrong, *Executive Director*, Jean Cimon, *Co-Director*.

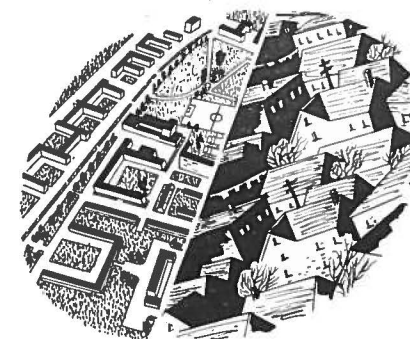
- building a new town
- canadian planning news
- aids to local study

If you have recently subscribed to CPAC please disregard this note. But if you have not an up-to-date Member's card about you, send for one now. Annual Membership begins on date of application and includes 10 issues of **layout for living**. A form is put inside for your use. Fees are applied to the pursuit of our aim in the areas where they are paid. Local CPAC activities can be continued only with your support.

Please make payments at par in Ottawa to Community Planning Association of Canada

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layout for living



no. 22, february 1949

now is the time to act

Before this ink has been dry many weeks, the snow—where there is any—will be melting from the farms and fields around Canadian communities. Men in rubber boots, and others driving bull-dozers, will go out to those fields to prepare them for building. At that moment, though they may not say so, these men will be shaping for all time to come our 1949 quota of urban landscape. They will do their act of creation with deadly efficiency and speed, freezing the lines of future streets and lots and buildings over areas amounting altogether to about the 50 square miles of the City of Montreal.

But if we are to judge by the hundreds of square miles of Canadian townscape created in the last few years, the 1949 litter is likely to grow up to be—let's face it—dull, if not grotesquely deformed. In terms of the human needs described to our Montreal Branch by Lewis Mumford, or those postulated at the Zurich Congress last year, most Canadian residential areas are abject failures from the start.

We frankly hope that in saying this we're making someone angry enough to get up on their hind legs and do something about it. We hope they will get it done through the medium of a CPAC Branch; and this bulletin is meant to help them to approach the problem.

Facts come first; so we present a summary of planning items taken from half a dozen Canadian dailies during one week in January. We also list some aids to systematic local study by voluntary groups. From such news and surveys are revealed the problems faced by Canadian communities. Then we proceed to planning methods for meeting these problems; one of the clearest demonstrations is in the building of a new town—the process is described with reference to Harlow, near London. But, you say, that has no bearing on Canada. Hasn't it though? Take a look at the announcement about Ajax, within an easy hour's drive of Toronto (See page 3).

Among the factors which are bound to govern the forms of our new residential areas, public housing and land subdivision policies will be paramount. So we look briefly at the *economic* differences between existing and new dwellings in Canada, and we examine one of the larger examples of "land assembly" with federal aid. The way in which these economic problems and policies are affecting the shape and *character* of your community, you will have to see for yourself.

If there are some developments you like, and others you don't, then get a citizens' group in your community (better still, get all the citizens' groups you know of) to promote the good planning and demote the bad. CPAC is preparing a good deal of ammunition for this campaign; if you and your group are Members (see back page) we'll see that you get that ammunition.



planning briefs

VANCOUVER—British Columbia Division of CPAC has followed the lead of the Toronto Branch in issuing a *News Letter* for Members. Six mimeographed columns in Vol. 1, No. 1 report action of the Executive; public endorsement of planning in West Vancouver's elections; a provincial parks program; a device to forestall the surfeit of auto traffic; the Columbia River flood control program; new sites for heavy industry in Vancouver, and other items. The B.C. Division announces the formation of a new Branch in the Cowichan District of Vancouver Island, with headquarters in Duncan. Another Branch is being formed in Nanaimo.

EDMONTON—Dollar value of buildings erected here in 1948 more than doubled the figure for 1947, and almost doubled the previous record of 1915. The 90 year old city looks forward to continuing growth, based on oil and uranium as well as traditional grain and fur industries. Good industrial land is becoming scarce: demands are arising for the re-zoning to industry of residential land, especially where it abuts railways—even if it's northwest of the built-up area.

WINNIPEG—Over \$38,000,000 of federal aid went into housing in 1948 in the Prairie region, extending from the Lakehead to the Rockies. Of the 2,887 dwellings completed in greater Winnipeg, nine out of ten were helped in some way by the federal housing legislation. Meanwhile, new areas are being subdivided for industry in the metropolitan area, in accordance with the Metropolitan Plan. Of the city's record-breaking 1948 construction, the largest three items were a technical school, a hospital extension, and a winter club.

Bertil Hultén, Swedish planner and architect, recently addressed some 500 here on planning developments in his country. Mentioning the less luxurious supply of gadgets in Sweden—and some of the explanation therefor—the speaker went on to tell how governments, co-operatives and private groups are working together to meet essential needs. He outlined the forms of state aid to housing, and showed samples (on coloured slides) of the outcome. Soil and climate conditions have led to frugality in external services; the logical answer being well-set-up multi-storey apartment buildings, with many facilities used in common by their tenants. The speaker closed by illustrating how the same canniness when extended to techniques of regional planning had led to similarly workable and attractive schemes in Sweden.

LONDON—The second Southwestern Ontario Planning Conference will be held in London on March 2 and 3, 1949. Again it is a co-operative venture of the Planning Boards of the region, is open to representatives of all the scores of communities in the area, and will feature distinguished Canadian and American speakers and exhibits. (See also LAYOUT FOR LIVING Nos. 14, page 6, and 22, page 2; or inquire of the Secretary, London and Suburban Planning Board.)

TORONTO—Regent Park, the city Housing Authority's first project, is expected to be ready for an initial 48 families early this month. The families will come from adjoining unfit dwellings, which will then be demolished. The whole project will hold 1,056 families and is expected to cost \$13 million; of this the city is putting up \$9 million, the federal government \$1¼ million, and the province is committed to \$1,000 for each of the first 56 units. Rents will average \$32 a month, adjusted to family size and income.

Planning interest centres in mounting transit and traffic problems, with 311 million tram fares per year and 192,000 motor vehicles to deal with. Very expensive projects are already under way or pledged. The *Globe and Mail* calls for more adequate planning staff; planning "should at least be given a status equal to that accorded garbage collection and the licensing of fish

peddlars". A priority list for public works is also urged. Meanwhile the Board of Education is faced with a school building program and wants to know where and how much to build.

OTTAWA—The personal recommendations of Jacques Greber, national capital planner, have now gone forward to the government. Meanwhile, the terms under which the various municipalities on the Ontario side will consolidate (to administer their third of the District) are still in dispute. (See LAYOUT FOR LIVING No. 16.) The federal government has proceeded with expropriation of thousands of acres of property in advance of the publication of a planning scheme—and while a slight cloud of confusion seems to surround the several parties interested, there has been remarkably little public expression of opinion—even on the rare occasion when such is invited. Not officially linked to the federal government's schemes, a local service club has just launched a survey of the recreation facilities and needs in the urban area; it is hoped that hundreds of volunteers will be involved in carrying out this survey and extracting its meaning.

MONTREAL—McGill's extension course "Our City" concluded with lectures by Wilfred Bovey, Member of the Legislative Council of Quebec, and Lewis Mumford, distinguished author. Col. Bovey, speaking on December 9, made a plea for fuller co-ordination of the physical developments being undertaken by all the thirty-odd governments operating on Montreal Island. By co-ordination he didn't mean grants from senior governments necessarily; indeed he failed to see why a metropolis should have to go begging. Wider and longer-term fiscal and executive powers are needed by the region; to secure them called for more doggedness than the opposition can muster.

Mr. Mumford said that our new mastery over the physical world has its hopeful as well as its alarming sides: every dunce can now see we face One Humanity or None. It is plain that abundant energy can be fatal unless linked to positive purposes—that to survive we must cherish values as well as raw power. We have not dreamed enough; planners, he said, must be after quality, and refuse to be hypnotized by mere magnitude. Human needs must come first. We must not make too great sacrifices before the altar of the God of Locomotion, as though to move were the chief end in life. Practical men even now prepare catastrophe for us, whether with atoms or with asphalt; we shall die with a nightmare unless we live and work with vision.

George Mooney, member of CPAC Council and Convenor of our Montreal Branch, was in the chair at Mr. Mumford's lecture. He is Executive Director of the Canadian Federation of Mayors and Municipalities, which recently circulated a challenging draft of a National Municipal Program; this calls attention to the ways in which municipal responsibilities and burdens have outgrown old patterns and small-town powers.

Les Idées en Marche (CBC's French network *Citizen's Forum*) stressed in its January 14th broadcast the wider residential needs of families of all types. CPAC, housing co-operatives and the University of Montreal supplied speakers.

Miss Beatrice Graham, Member of CPAC and Executive Secretary of the Canadian Recreation Congress, states that the latter will be held in Montreal on September 16 to 23 next. Groups interested in physical accommodation for recreation and able to send delegates to the Congress should write Miss Graham at 1421 Atwater, Montreal.

QUEBEC—While the municipal engineers are engaged in a careful study of traffic and parking needs in this old city, considerable demand is developing for a regional plan for the area. The Mayors of over a dozen municipalities have met at the invitation of Mayor Borne of Quebec City to support a resolution asking the provincial government to establish a Regional Planning Commission for the area. The resolution suggests that the Commission might be a co-operative venture of the various municipalities, or alternatively, a special branch of the Provincial Department of Municipal Affairs. The resolution was explained to the assembled Mayors and Members of the Legislature by Andre Duval, Chairman of CPAC's Quebec Division.

HALIFAX—Construction here in 1948 amounted to \$5,428,914 (a new high) of which under one-fifth went for 146 new houses. Industrial and transportation projects, street extensions and schools figured in the total. The Junior Board of Trade is conducting an industrial survey of the city.

know thy community

This Association exists for citizens who see room for improvement in the visible community around them and who are prepared to learn a little about the material issues involved in that improvement. That's why in less than two years of publication we have mentioned over 200 books and pamphlets, films and radio programs on planning and related topics. (There are a good many more than we've had room to mention.) That's also why in this issue we have begun a feature called *Planning Briefs* which is culled mostly from daily newspapers—which are full of facts about community growth and change.

Local Fact-Finding

To double our factual knowledge of our community is usually to multiply fourfold our concern for its future. The broad picture up to 1941 is contained in the (Curtis) Report of the Advisory Committee on Reconstruction; *IV: Housing and Community Planning* (King's Printer, Ottawa, \$1). This should be rounded out by reports on Housing and public and private capital expenditures, prepared for the Rowell-Sirois Commission and the Dominion-Provincial Conference of 1945 (which are in most public libraries). The files of the *Financial Post*, *Monetary Times* or *Canadian Business* will give an impression of industrial and commercial trends in your area.

For population trends (*other than* by immigration) see *The Future Population of Canada* (Bulletin F-4, Dominion Bureau of Statistics, 1946); for the major cities, the forecasts have been made to a similar formula by the Housing Research Section of the Manufacturers Life in Toronto, in a pamphlet called *A Forecast of the Future Population of Selected Cities* (1948). For most of these cities the Dominion Bureau of Statistics in Ottawa has published *Housing Atlases*—based on the 1941 Census, and showing on maps the population density, over-crowding, income levels, type of tenure, condition of the exterior of dwellings typical of area, main transit routes, primary schools, etc. Supplementary information from the 1946 Census of Prairie cities is now being issued by D.B.S. in tabular bulletins. Recent house-building statistics appear in *Housing in Canada* published four times yearly by Central Mortgage and Housing Corporation.

But the CPAC Branch that really wants to know its community will use such general materials only for background; its members will want to know their own community more thoroughly. Often the salient facts have been made ready by the Planning Board; there are some 200 such Boards in operation, and nearly half of them have issued reports—so the chances are that you can get one for your area.

Finally, use up a few bus tickets and Saturday afternoons to have a systematic look at the place with your own eyes. There are a number of publications that will make your survey on the ground more methodical. We think of that British Army pamphlet called *Local Study*; of the new book by Elizabeth Layton and Justin Blanco White *The School Looks Around* (Toronto,

plan new city in ontario

A three-thousand-acre tract east of Toronto was developed during the war as a munitions plant—busy factories, vast storage buildings, extensive spur tracks, and 600 Wartime Houses. Subsequently it became an overspill campus for the University of Toronto. At the close of the present term the property will revert to the Federal Government. Plans have been announced for the creation of an industrial city of 30,000 people, to be called *AJAX* after the wartime centre.

Ample factory space, power, water, transportation and other facilities already exist. The authorities were faced with the problem of adjusting these, and adding to them, to make an attractive and efficient community. Central Mortgage and Housing Corporation is acting for the Federal Government, in co-operation with the Department of Planning and Development of Ontario, and the Pickering and Whitby Townships Joint Planning Board. Professor Kent Barker of the University of Toronto has been advisor in the preparation of a plan of development. Additional housing units are now under construction.

An illustrated brochure, prepared by Central Mortgage and Housing Corporation, and containing the outline plan for Ajax, is available on request from the national office of CPAC, Room 235, 56 Lyon St. Ottawa.

Longman's, \$2.50), which tells in detail how British school classes have conducted local surveys. Or you may have seen Sir Stephen Tallents' article "We Planned Ourselves" in the *Geographical Magazine* for December 1948; it describes from the villagers' point of view the same ground as is covered from the planner's point of view by Cecil Stewart in *The Village Surveyed* (London, Edward Arnold, 1948, 12/6).

A film program on local study can be composed of *Near Home* showing an English school's effort; *Wilson Dam School* (the assessment of a community in the Tennessee Valley); or *Lessons in Living* which shows how the pupils in a British Columbia school not only weighed their community, but enlisted its aid to rectify what was found wanting. Each of these films lasts about twenty minutes, fits a 16 millimetre projector equipped for sound; they are available at moderate rental from the National Film Society, 172 Wellington Street, Ottawa. Also, there are filmstrips on the subject, listed elsewhere in this issue, and available from the national office of CPAC (See page 7).

In the past year our Members have shown a righteous impatience with mere talk about community improvement, and a virtuous desire to learn something about the planning whys (and why-nots) that they can put directly to use. We suggest for the Spring of 1949 a local program along these lines: (1) Have some Members sift from the available reports the salient local statistics; (2) Extract from the books and films on local study the methods that should yield the first-hand information needed to round out the picture; (3) Organize field parties whose probing and reporting, added to what you have discovered on paper, will give your whole group (and perhaps the local paper and town hall) a real grasp of the problems ahead and the prospects afforded by sound planning.

building a new town

by Marjorie Green

Harlow is one of the New Towns projected under Sir Patrick Abercrombie's Greater London Regional Plan to relieve congestion of industry and population in London. The site covers 6,320 acres in the heart of rural Essex, 25 miles from London, and incorporates the old village of Harlow. The scheme is for a balanced community of 60,000 persons, some of whom are to be employed by industries removed from London.

The Harlow Development Corporation has been created under the New Towns Act, the chairman being Sir Ernest Gowers, G.B.E., K.C.B. The Corporation is charged with the duty of planning, constructing and establishing the town, and when this has been achieved the staff and organization will be transferred to an elected and properly constituted municipality. It will take 15 to 20 years to build the town.

The Master Plan has been made by Mr. Frederick Gibberd, F.R.I.B.A. Although the plan has not yet passed through the final stages of official approval by the Minister of Town and Country Planning, a great deal of preliminary study and negotiation has been done, the main lines of the plan and the stages of development are agreed and actual site work is starting.

The first step in physical development is the acquisition of land . . . For the Corporation to have full control of development within the New Town and to reap the benefit of increases in value resulting from its own operations, it must eventually own the freehold of all the land within its area. But this is long-term policy. Under present economic conditions the financial policy of the Government precludes the purchase of more land than is required for development within the next two or three years. The Corporation have recently been authorized to purchase approximately 1,000 acres for the first stage in development . . .

Where the land actually required for development would cut through a farm unit, it is the policy of the Corporation to include the complete holding in its acquisition. The Corporation as landlord will thus be in a better position to co-operate with farmers in plan-

Many observers of Britain's New Town building program must wonder: having a town site and plan and a central organization, how do they set about the task of building a New Town of 60,000 around an old one of 2,500? Newcomers to the town must have both houses and work to do simultaneously; their wives need shops, the children schools; there must be some arrangement for amusement and recreation. New buildings need water supply and sewers, and all such public services must be provided from the first as fully operative parts of an ultimately economical and efficient whole. To obtain some idea of how this is to be done, the Journal of the Royal Institute of British Architects applied to Miss Marjorie Green, the Social Development Officer of the Harlow New Town Corporation. Some of her notes are reprinted here, with the permission of the R.I.B.A. Journal.

ning their cropping ahead of development, and to adjust farm boundaries so as to reduce as far as possible the inconvenience to occupiers and loss to food production . . .

Beginning with the essentials of sewerage and water supply, a first fact is that the existing sewage works of old Harlow can deal only with about 150 more houses. The works are therefore to be extended to meet the first two or three years of building. Beyond that the solution will be found in the construction of a long-contemplated regional sewerage scheme . . . The Harlow Corporation has also applied for powers as a water undertaking; present supplies within the area would cover the first 10,000 of population. Sites for the sinking of new wells in the chalk formation outside the area are being considered, and geo-physical surveys followed by trial borings are about to be made. Telephones, bus routes, railway sidings, gas and electricity supplies are being planned in consultation with the authorities responsible.

So far as house building is concerned, an immediate need is for houses for key building workers and for the Corporation's staff. Apart from the scheme for 98 houses now out to tender, the construction of a labour camp will begin next year, though even when this is completed many of the building workers will have to be transported daily. The first housing area to be developed is adjacent to Old Harlow, which will form the first neighbourhood unit, the present population being expanded from 2,500 to 4,500.

The rate of progress obviously depends upon the general economic situation and the extent to which New Towns can draw upon labour and materials. Assuming, however, that the town will be built in 20 years, it is contemplated that the rate of building will accelerate up to a peak about the year 1960. After that the labour force will gradually decline to the normal level for building and maintenance for a completed town of 60,000 people. The timing of the program is all-important. Not only must the building of houses be timed to fit in with the construction of roads and the provision of services and amenities, but with the building of factories and other work places. Development of the East industrial area and of the first residential area will therefore proceed together, any houses completed some time before any factory is ready being used for building workers.

Hitherto the planning of towns based on neighbourhoods has been done only on paper. There is little experience to guide the planning of a residential area which will have an identity and a life of its own and yet be an integral part of the town as a whole. Old towns have generally grown outwards from a centre. In the New Towns the periphery may be built up before the centre can be completed. But the neighbourhood must nevertheless be planned so that when the centre is built it will serve as a focus for the whole town. In the first three or four years the neighbourhood centre may therefore have less shops or a less magnificent cinema than its population would warrant . . .

As soon as the architects get down to the detailed planning of residential areas and industry they pose questions to which the answers at this stage can be, at best, only intelligent guesses. What should be the ratio of houses to flats? What proportion of hostels and flatlets should be provided for single workers? How many houses will be needed with two, three, five bedrooms? What proportion should be of the non-subsidy type? To what density should the industrial estate be planned? Given this, what proportion of the population will be engaged in manufacturing industry? In fact, what sort of town will this be, and what sort of people—young or old, rich or poor—are going to live in it? The answer depends partly upon the way in which industry and population are to be recruited.

From the enquiries made to the Corporation there is no lack of industries eager to move to a New Town. But the industries whose applications may be considered are limited in accordance with the Government's general policy on distribution of industry. The express purpose of the New Towns in the London area is to provide for decentralization of industry and population from Greater London; therefore to qualify for consideration for a site in Harlow a firm must already be operating in the Greater London area; new undertakings will not be considered, nor will businesses which could conveniently move to a Development Area. In addition, under present conditions, only firms of importance to the export drive are likely to obtain the necessary building licence.

Industries will bring with them a proportion of their workers. They will want especially to bring their key men. The rest of their labour will be recruited from families willing to move to a New Town and living in one of the congested boroughs of N.E. London . . .

These authorities have plans for redevelopment in accordance with the Greater London Plan. But little progress can be made until some of their population can be drawn off.

The Corporation are tentatively working on the assumption that the industrial population of Harlow will number somewhere about 12,000—rather less than half the estimated working population . . .

In trying to achieve a balanced population the Corporation must look to the ages as well as to the occupations of the immigrants. The experience of housing estates before the war, with their predominance of three-bedroomed houses, has shown the disadvantages of attracting an unduly high proportion of families with young children. An initial "bulge" in the number of young children under 15 followed in the next ten

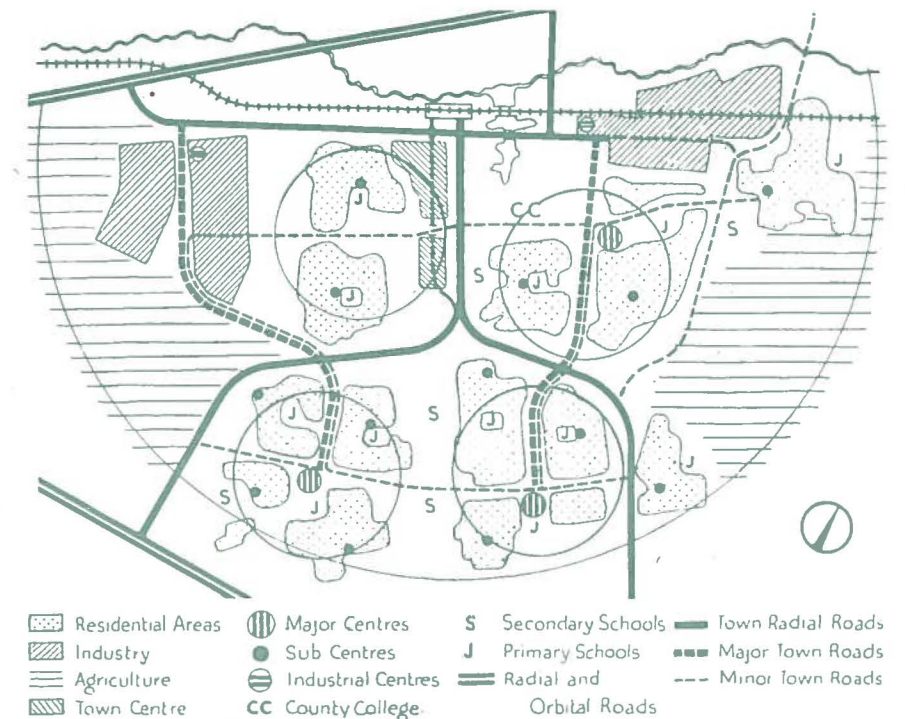
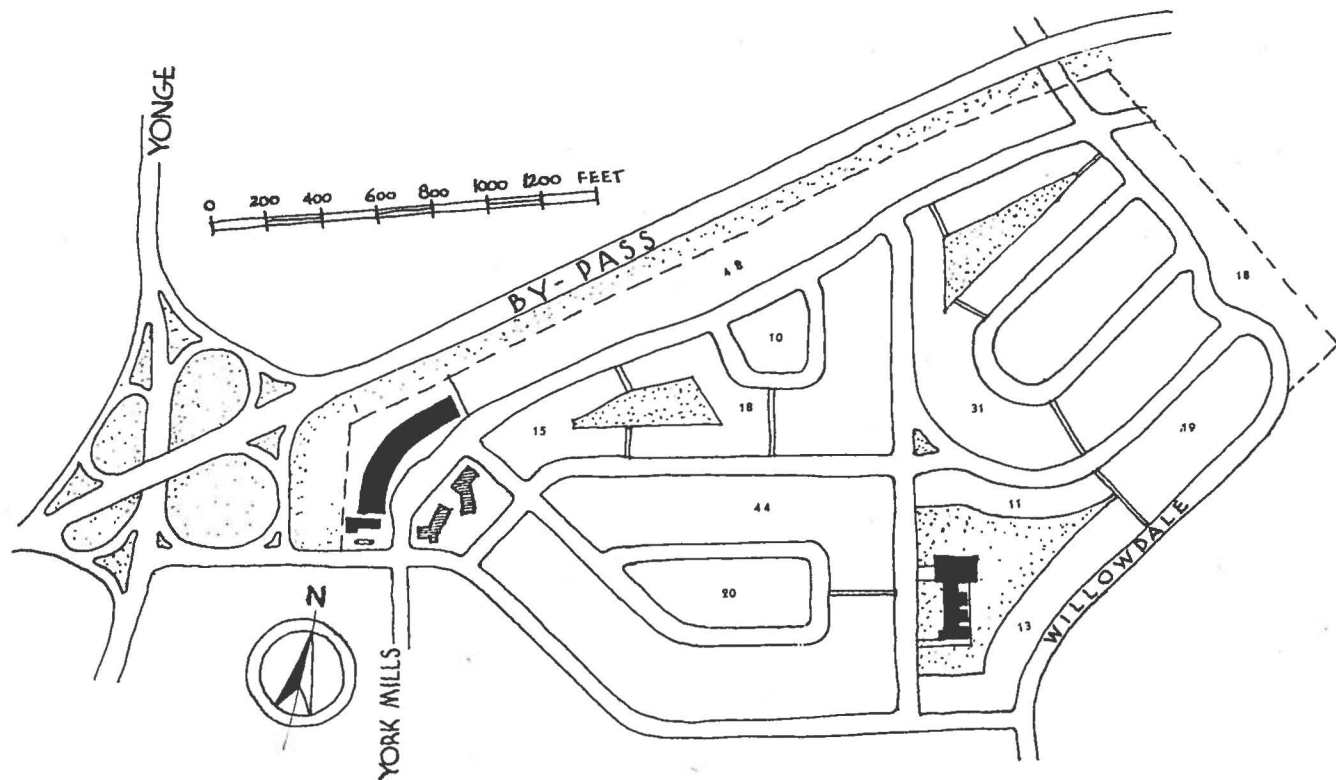


diagram of Harlow New Town

years by a depression in this age group, makes rational planning of maternity and child welfare services, of schools and of house sizes an impossible task. It is likely that the New Town population will on the whole be younger than that of England and Wales as a whole, but the Corporation will in its selection of industry and population aim at avoiding an age structure which would result in violent fluctuations in the numbers in each age group.

It is obvious that the selection of population and of industry is interdependent. The sort of people who will live in the town depends a great deal on the types of employment offered. At the same time the Corporation, in selecting industry, must take into account the employment needs of the town's residents . . . The aim is to provide employment which would give scope for a wide variety of abilities and preferences. In considering applications from firms the Corporation want to know, therefore, the proportion of men and women, adult and juvenile labour they employ, how much of the work is skilled or unskilled, how far it is seasonal, the factory space required, the demands which will be made for services such as gas and water, what effluent will have to be dealt with, what road, rail or canal transport will be needed.

Thus before layouts are planned, fundamental questions must be considered. In a town of 60,000 how many workers will be employed in industrial areas? This depends on many factors: on the proportion of the population who are of working age, on the opportunities for female employment, and above all on the extent to which non-industrial employment is available in the New Town—in services, in commercial enterprises, in the professions. These considerations will largely determine the character of a town.



residential planning by lending companies

Shortages in connection with house building are hardly news. But one shortage that is cropping up all over Canada, and is of special interest to CPAC, is the shortage of vacant land made ready for house building. Since V-E Day our builders have used up about a quarter of a million house-lots—each lot requiring perhaps thirty feet of water-pipes, drains, roads and walks. In the next ten years we'll probably use up three-quarters of a million more lots. Nearly all of them will be outside the present boundaries of the major cities, if present trends continue. The smaller, suburban municipalities often lack the technical staff to plan residential layouts at the required rate—and more often they lack the financial means to install the needed utilities. Thus it is that the Parliament of Canada, and the legislatures of Ontario and Quebec have turned to private financial institutions, inviting them to assemble tracts of raw land, and to plan and install the services that will make them ready for private house building. See *What is Government Doing about Housing?* (free to CPAC Members, 10 cents a copy to others).

It is still too soon to see the final results of this invitation to the lending companies to do our planning. However, several "land assembly" projects are under way; we illustrate one of the larger ones here. It is called Yorkminster, and is a tract of 122 acres—just outside Toronto, in the angle formed by Yonge St. and the proposed Toronto East-West By-Pass Highway. A plan of development has been prepared by Armstrong, Anderson and Co. of Toronto, and has secured approval. It provides for a shopping centre and service garage at the west, adjoined by apartment buildings. Toward the

east, 5½ acres are set aside for a school and playground. The remainder is divided into 395 lots for detached houses, with in some blocks enclosed "parkettes" for which the maintenance responsibility is not clear. The lots range in width from 50 to 100 feet in width, and from about \$1000 to \$2000 in price including services. (The number of lots in each area is shown on the plan; open spaces are dotted.)

The project is sponsored jointly by the Sun and Mutual Life Assurance Companies, and involves an estimated \$760,000. Like projects are proceeding adjacent to most of our major cities, and CPAC Members are particularly encouraged to examine these projects and to report their findings. This type of layout by private agencies, with public financial guarantees, may well set the pattern of our city growth in the years ahead. Now's the time to see how it works out.

snags in rental housing

Very broadly speaking, there are about 3,000,000 households in Canada. Roughly one-third of them are rural (for whom almost no houses have been built in Canada for twenty years). Another third are urban occupants of houses that they own. The final third are urban tenants. Yet at the present time, there are *three* urban houses built for sale in English Canada, to every *one* built for rental. Builders are looking after buyers three times as well as they are looking after tenants.

The rents paid by town or city tenants in February 1948 are shown in the accompanying graph; this is from a sample survey made by the Dominion Bureau of Statistics, and reveals that nearly two-thirds of urban tenants were paying less than \$30 a month.

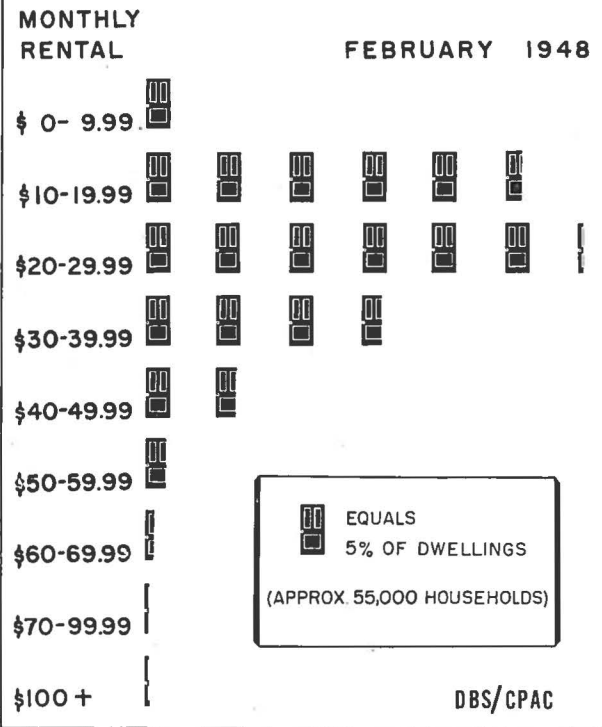
But they're getting pretty crowded. To encourage

more building for rental, Canadian governments have several schemes under way. (They are described in CPAC's pamphlet *What is Government Doing about Housing?* which comes with your Membership, or sells to others for 10 cents.) The Ontario government will aid the formation of "building development corporations" which may build rental housing. The Quebec government authorizes industrial concerns to build for rental to their employees, or to contribute to a rent reduction fund for them. The Federal government offers rental insurance to the private landlord building new apartments, as well as constructing apartments and detached houses of the Wartime Housing type, for rent to veterans.

About 9000 such dwellings for veterans were completed in 1948; they include two-thirds of all the rental dwellings completed in English speaking Canada last year. In rentals charged, they are also the lowest, ranging between about \$30 and \$40 a month.

The rental insurance scheme for private landlords is still pretty new; but it is not expected to produce apartments renting at less than about \$50 a month, and extends in certain cases to apartments renting at \$84 a month. From the graph, it will be seen that this will be of assistance to present tenants who are from 9/10ths to 99/100ths of the way up the economic ladder—or to those who are now paying less than they can afford. For most Canadians looking for apartments, it promises to be up-hill work again in 1949. For those trying to re-mould their communities in better balance, to rehabilitate central areas, to ease the mounting traffic load, to live near where they work, or to run municipal governments, the going ahead looks no easier.

URBAN CASH RENTS



filmstrips from national office

The following filmstrips are available on loan to Branches or other non-profits groups. They will be shipped with accompanying notes, and every effort will be made to satisfy requests that give ample time and full addressing information. The filmstrips weigh only a few ounces in their aluminum boxes, and should be returned with notes and in good repair, prepaid to CPAC, 56 Lyon Street, Ottawa.

- Planning our Cities** Prepared for Detroit high schools in 1948, to show why planning is necessary, and what purposes it serves. Stresses the re-forming of a large city into neighbourhoods.
- The Need for Planning** How the Industrial Revolution knocked urban development out of control. (Made in Britain.)
- Investigating Towns I** The survey of present land use, what it means in human living conditions, and how they got that way.
- Investigating Towns II** Industrial basis of the town: its effect upon location, its support of labour force and their needed services and facilities.
- How to Look at a Town** What accounts for the shape and character of the cathedral and market town of Ely, England.
- How to Look at a Village** The types of English village, their problems and attractions.
- How to Look at a Seaport** Industry, trade and recreation in Falmouth, England; glances at larger British seaports.
- Your City and You** A film version of the National Gallery of Canada display showing the revamping of a typical neighbourhood in Ottawa.

APPLICATION FOR MEMBERSHIP

(Please type or print in block letters)

First names— (please underline that commonly used) (Last Name)

(Number) (Street) (Post Office) (Province)

Please Accept } ACTIVE MEMBERSHIP (\$3.00)
Renew } SUSTAINING MEMBERSHIP (\$25.00)

for the year beginning on this date, and send me ten issues of LAYOUT FOR LIVING during that period.

DATE:.....19....

SIGNED.....
(If for organization, please say what office you hold)

Please make cheques or money orders payable at par to: COMMUNITY PLANNING ASSOC. OF CANADA, 56 Lyon Street, Ottawa.